



SR 258 Sight Distance Improvement Jackson County, Indiana INDOT Des No. 1298633

PUBLIC MEETING PROJECT FACT SHEET

The portion of SR 258 between Base Road and N CR 100 E has experienced an above normal number of crashes, especially those that involve injuries and fatalities. In this section of roadway, the vertical alignment consists of two hills (crest curves) separated by a valley (sag curves), and the eastern crest curve does not meet current design standards and does not provide adequate stopping sight distance. There are also four driveway approaches located near the crest of the eastern curve and there is insufficient stopping sight distance for vehicles turning into and out of the driveways. The rolling nature of the roadway in this area is in contrast with the more level terrain along SR 258 to the west and east. In response, the Indiana Department of Transportation (INDOT) programmed a project to make improvements to the roadway. This public meeting is intended to review the project needs and the preliminary design, while gathering input from the public.

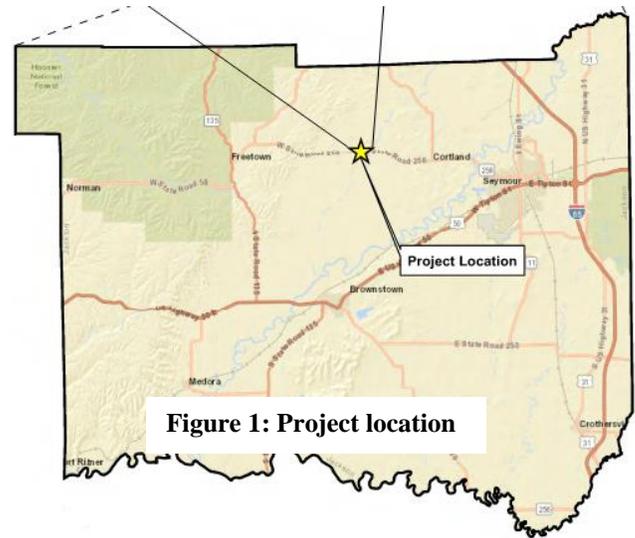


Figure 1: Project location

The project is located west of Seymour, near the N CR 100 E intersection in Jackson County. In the project area, SR 258 is a two-lane highway, consisting of 10.5-foot travel lanes and no shoulders with a posted speed limit of 55 mph. SR 258 currently has a daily traffic volume of approximately 2,200 vehicles per day, of which approximately 300 are commercial trucks.

During a study period encompassing years 2017, 2018 and 2019, 16 crashes occurred within this segment of roadway. This exceeds the average number expected by over three standard deviations. In addition, 2 of the 16 crashes involved injuries. Although occurring in 2012, which is outside of the study period, a particularly serious crash event occurred that involved fatalities. Studies also show that traffic traveling through this area is traveling in excess of the 55-mph speed limit, which likely also contributes to crashes.

A number of alternatives were evaluated to address the purpose and need. Alternatives looked at low impact/lower cost improvements such as the installation of advance warning signs, to more involved improvements such as adding a left turn lane and/or realigning the roadway to the north. The preferred alternative selected includes improving the SR 258 vertical profile to meet the stopping sight distance criteria for the 55-mph posted speed limit. The maximum grade will be reduced from approximately 11.5% to 7.5%, and the existing “double dip” profile will be eliminated.

To facilitate the construction of the project, SR 258 will be closed to through traffic, and a detour will be set up, using SR 135 in Freetown to US 50 to SR 11 in Seymour. N CR 100 E will be closed for up to two months and traffic detoured to other local roads. Access to all properties will be maintained during construction and other local roads will be available to get around the closure.

The project is estimated to have a construction cost of \$3,500,000. New right-of-way will be acquired from 12 properties. The project is expected to start construction in the fall of 2023 and is scheduled to be complete at the end of 2025.



Figure 2: Project Limits – SR 258 from 0.5 mile west of N CR 100 E to 500 feet east of N CR 100E

See the project website for additional information, such as the project plans, environmental studies, and overview maps: <http://seymour.indot.in.gov/>

Questions? Contact Dominick Romano, Project Manager (Crawford, Murphy & Tilly) at dromano@cmtengr.com or 317-298-4500.